

# Hongkong Daily Press.

ESTABLISHED 1857.

13,350 號拾伍百叁千叁萬壹第 日十叁月十年六十二緒光 HONGKONG, FRIDAY, DECEMBER 21st, 1900. 五拜禮 號壹十式月十年百九千壹英港香 PRICE \$2½ PER MONTH

**DISINFECT**  
WITH  
**WATSON'S  
HYGIENOL.**  
(REGISTERED).  
S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.

1st 1632  
**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815,  
who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central  
NAPIER JOHNSTONE'S

**SQUARE BOTTLE WHISKY**  
The sale of this good Scotch increases month  
month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for it—  
LANE, CRAWFORD & CO.  
Hongkong.

**JOHN WALKER & SONS'**  
FAMOUS  
KILMARNOCK WHISKY.

This World-renowned  
Old Highland Whiskies are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
SIEMSEN & CO.  
Hongkong, 26th July, 1897. [43]

**CUTLER, PALMER  
& CO.'S**  
PRICE \$10.75 PER DOZEN  
NET

**"SPECIAL BLEND" WHISKY**  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO. Hongkong. [42]

**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**

**TIME TABLE.**  
WEEK DAYS.  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes.  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
1.30 a.m. to 3.00 p.m. Every quarter of an hour  
3.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 8.00 p.m. Every ten minutes  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SUNDAYS.  
Extra Night cars at 11.30 and 11.45 p.m.  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
NIGHT CARS.  
2.45 p.m. to 8 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 35 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st May 1899. [2550]

**VICTORIA  
CYCLE  
EMPORIUM.**

THE pleasure of cycling, consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
J. W. OSBORNE & CO.  
43 & 45, Queen's Road Central.  
Hongkong, 2nd November 1900. [2550]

**RUINART PERRIN & CO. LTD.**  
Established 1779  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry Champagne.  
LAUTS, WEGENER & CO. W  
Sole Agents.  
Hongkong, 17th May 1895. [1321]

**GREEN ISLAND CEMENT COMPANY**  
PORTLAND CEMENT  
\$5.00 per Cask of 375 lbs. net ex Factory.  
\$3.00 per Bag of 250 lbs. net ex Factory.  
SHEWAN TOMES & CO.  
Sole Agents.  
Hongkong, 2nd July, 1900. [2102]

**PHOTOGRAPHIC  
PLATES, PAPERS AND CHEMICALS.**  
EASTMAN KODAK'S FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & Co.,  
17A, QUEEN'S ROAD, HONGKONG. [390a]

**THE VICTORIA DISPENSARY,**  
HONGKONG.

**AERATED WATERS.**  
SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SARSAPARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers [33]

**NOTICE!**  
FOR THE CONVENIENCE OF CUSTOMERS OUR STORE WILL BE OPEN  
AS USUAL ON MONDAY NEXT, THE 24th INSTANT.

**LANE, CRAWFORD & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—  
**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**

\$22.50 PER DOZ.  
Distinguished by 4 Stars on the label.  
\$20 PER DOZ.  
This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$18.75 per doz.  
Less old than the above.  
**DOURO PORT,**  
\$14.25 PER DOZ.  
A fine, full, and fruity wine.

**THE ELITE OF WHISKY:—**  
**THE "PALL MALL,"**  
\$20 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
**AMOROSO SHERRY,**  
\$20 PER DOZ.  
**LA TORRE SHERRY,**  
\$16.75 PER DOZ.  
A natural and most pleasant wine to the taste.

**C. P. & Co.'s OWN SPECIAL**  
**BLEND WHISKY,**  
\$10.75 PER DOZ.  
Very soft, palatable, and mature.  
**BENEDICTINE LIQUEUR—**  
D.O.M.,  
\$39.75 PER DOZ.  
E VERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE  
AGENTS—SIEMSEN & CO., HONGKONG. [41a]

**BITTERS.**  
ANGSTURA (SIEGERTS).  
BOKERS.  
PEACH.  
AMER D'OR (LUXARDO).  
DANVITA.  
ORANGE.  
C. O. Q. (COCKTAIL BITTERS).  
POMERANZEN.  
**CALDBECK, MACGREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.  
15, Queen's Road,  
Hongkong, 18th December, 1900. [34a]

**COTTAM & CO.**  
DRESS SHIRTS.  
DRESS TIES.  
DRESS SHOES.  
DRESS GLOVES, &c., &c.

**SCHLITZ WORLD FAMED  
BEER**  
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
TO BE DRINKED AND REFRESHING.

**SOLE AGENTS—**  
**WATKINS, LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS, AND  
COMMISSION AGENTS,  
HONGKONG. [112a]

**THE ROBINSON PIANO  
COMPANY, LIMITED,**

Are introducing TWO ORIGINAL DESIGNS of their well-known PIANOS "Made in  
Hongkong," and as they are gradually increasing their staff of workmen and have always from  
Fifteen to Twenty Pianos in course of construction, they can now guarantee completion of  
orders within a few days. Samples can be inspected at our Show Rooms.  
Valuable Instruments perfectly restored and modernized. [2873a]

**XMAS GOODS! XMAS GOODS!**  
JUST RECEIVED AND UNPACKED IN SPLENDID CONDITION.  
A VERY FINE ASSORTMENT OF FRENCH, ENGLISH AND AMERICAN  
FANCY SWEETS, CHOCOLATES, BISCUITS, & CAKES, &c.  
ALSO A FINE DISPLAY OF  
PARISIAN TOYS  
FOR BOYS AND GIRLS OF ALL AGES.  
RIVER AND COAST PORT ORDERS PROMPTLY EXECUTED.  
**G. GIRAULT,**  
6, QUEEN'S ROAD CENTRAL.  
30911

**W. BREWER & CO.**  
**CHRISTMAS CARDS!**  
**CHRISTMAS PRESENTS!**  
FOR ALL AGES.  
A LARGER STOCK THAN EVER.  
Nos. 23 & 25, QUEEN'S ROAD.  
LETTIS AND SMITH'S DIARIES  
COLLINS and LETTIS' BLOTTING PAD DIARIES ... 1901  
TUCK'S ELEGANT CALENDARS ... 1901  
ANGLO-CHINESE DATE BLOCK, &c., &c. ... 1901

**HOURS OF BUSINESS.**  
THURSDAY 20th, FRIDAY 21st, SATURDAY 22nd, AND MONDAY, 24th DECEMBER  
8 A.M. until 6 P.M. [31]

**SPARKLING WINES.**  
**BURGUNDY.**  
PER CASE QUARTS ... 26.00  
" " PINTS ... 28.00  
**HOCK.**  
PER CASE QUARTS ... 23.00  
" " PINTS ... 25.00  
**H. PRICE & CO.**  
12, QUEEN'S ROAD.  
86a

**CHAMPAGNE "MONOPOLE."**  
HEIDSIECK & CO. REIMS.  
PURVEYORS TO  
THE IMPERIAL AND ROYAL COURT AT BERLIN.  
THE IMPERIAL ROYAL COURT OF AUSTRIA.  
THE IMPERIAL COURT OF RUSSIA.  
347  
**CARLOWITZ & CO.,** Sole Agents.

**UNITED ASBESTOS ORIENTAL  
AGENCY (LIMITED.)**  
SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE  
**UNITED ASBESTOS COMPANY, LTD., LONDON,**  
CONTRACTORS TO H. M. GOVERNMENT.  
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,  
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the  
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum of  
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"  
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.  
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-  
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and  
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality.  
"CAURICIDE" METAL. Anti-friction Plastic Metal, recognized by engineering experts  
to be the best Metal in the Market.  
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent ... THOMAS SKINNER.  
Superintendent ... ARCHIBALD RITCHIE.  
DODWELL & CO. LIMITED General Managers  
37a

**NOTICE.**  
A SPECIAL MEETING of HER  
MAJESTY'S JUSTICES of the PEACH will  
be held at the Magistracy, at 2.15 P.M., on  
THURSDAY, the 27th day of December, A.D.  
1900, for the purpose of considering an applica-  
tion from one WASHINGTON WOODCOCK  
for a Publican's Licence to sell and retail intem-  
perating liquors on the premises situated at House  
Nos. 192 and 194, Queen's Road East, under  
the sign of "THE BARNBY HOTEL."  
F. A. HAZELAND,  
Acting Police Magistrate.  
Magistracy,  
Hongkong, 11th December, 1900. [3202]

**FOR SALE—A BARGAIN!**  
FOR ONE WEEK ONLY.  
A LKINDS OF PHILIPPINE POSTAGE  
STAMPS from 1854 to 1893, in any  
quantity.  
Apply to—  
M. DE ESPINOSA,  
No. 4, Duddell Street,  
Opposite Thomas' Grill Room.  
Hongkong, 17th December, 1900. [3178]

**AMERICAN MACHINERY.**  
WE HAVE OPENED A MACHINERY  
DEPARTMENT, and are prepared to  
Furnish Prices, &c., on STEAM ENGINES,  
GAS and OIL ENGINES, BOILERS,  
PUMPS, LATHES, DRILL PRESSES,  
PLANERS, PNEUMATIC TOOLS, WOOD  
WORKING MACHINERY, HOISTING  
MACHINERY, SAW MILLS, MACHI-  
NISTS' SMALL TOOLS, BUILDERS'  
HARDWARE, &c.  
Made in America (U.S.A.)  
Prices quoted f.o.b. New York, or c.i.f.  
Hongkong.  
REUTER, BROCKELMANN & CO.,  
Hongkong, 3rd December, 1900. [3042]

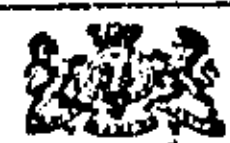
**THE EINTRAGUNGEN in das Handels-  
register, sowie anderweitige Bekannt-  
machungen des Kaiserlichen Konsulats werden  
im Jahre 1901 durch die Zeitungen "DER  
OSTASIATISCHE LLOYD" in Shanghai, und  
"THE HONGKONG DAILY PRESS" in Hong-  
kong veröffentlicht werden.  
Swatow, 17. December 1900.  
DER KAISERLICHE KONSUL  
STREICH.**

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REUTER, BROCKELMANN & CO.,  
Hongkong, 3rd December, 1900. [3042]

**THE HONGKONG DAILY PRESS**  
is published daily except on Sundays and  
Public Holidays. It is the only daily paper  
published in Hongkong. It is the only  
paper which is published in both English  
and Chinese. It is the only paper which  
is published in both Hongkong and  
Shanghai. It is the only paper which  
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## INTIMATION.



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THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

BRIEF. At Kowloon Dock on the 19th December, the wife of D. T. BALDWIN, of a daughter. (3230) MARRIAGES.

On the 7th December, at the Presbyterian Church, Shanghai, by the Rev. H. C. Hodges, M.A., HARROLD JOHN, third son of William CRAIG, Esq., J. P., of Wingard, Canada, to RHODA FRANK, eldest daughter of the late Hugh Francis RAMSAY, of Hankow.

On the 14th December, 1900, at the Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., EDMUND, younger son of the late Edward GUMPERT, M.D., Manchester, to KATE LILIAN MOORE, oldest daughter of the late Robert Alexander JAMIESON, M.D., Shanghai.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 21st, 1900.

REUTERS' telegram of the 18th instant states that Mr. Hay's cabled instructions to the U.S. Minister at Peking remove certain obstacles, making it probable that all the Ministers will sign the joint Note to China. It is unfortunately impossible to gather from this in what way the Note is thereby likely to be modified. The United States have all through the preliminary discussions on the subject of the terms to be demanded of China thrown their influence into the scale in favour of leniency, and it may therefore be surmised that obstacles which can be removed by American action are obstacles in the way of presenting a firm attitude toward the Chinese Government in the matter of reparation for its misdeeds, and the outrages inflicted by its agents on the persons and property of foreigners. More than this it is not possible as yet to say. But the intelligence that the Allies are even one step nearer the accomplishment of their task is welcome. Recent events and reports have led to the suspicion that all the Powers were gradually weakening in determination, and, whether from sheer weariness or from other cause, were yielding to Chinese diplomacy another such victory as it has so often gained over Western nations. It looked as if the difficulties raised by the Chinese respecting the punishment of Princes and other high officials were to carry the day; indeed, we cannot even now say that this pitiable result may not be arrived at. If this is to be the case, let us at least hope that it will not be accompanied by the old and vicious expedient of exacting a large money indemnity

from the Chinese people. It would be better to leave the outrages on missionaries and others unpunished than resort once more to this discreditable mockery of justice. But apart from our forebodings of what action the "Concert" is likely to take, on analogy with past history, divination of what demands will finally be presented by the Powers which will be accepted by China is impossible.

About one hundred feet of the sea wall at Ly-chikok gave way yesterday afternoon and became a heap of ruins.

The annual prize giving of the Bellios Public School will take place to-day at noon, when the prizes will be distributed by Mrs. Stewart Lockhart.

The Joint Telegraph Companies inform us that, they having reconstructed the line between Taku and Tientsin and opened a station in the latter place, traffic for Tientsin is now accepted at normal rates. Until further notice traffic for places beyond Tientsin is only accepted "at sender's risk," the rate beyond Tientsin being collected from the receiver as at present.

News is current, says the Korean correspondent of the *Kobe Herald*, that a proclamation has been issued in Seoul by Bi Yung Hick and his party calling upon the Korean Boxers to expel all foreigners, including the Japanese. The above-named gentleman is he (the correspondent adds) who caused all the recent trouble in connection with the gold mining affair. There is no doubt whatever that he is mixed up with the growing anti-foreign movement and is lending help to the Korean Boxers.

Mission work has recommenced in Kiangsi, a step which would hardly seem advisable at present. However, the people are said to be friendly, and the Nanchangfu correspondent of the *N.C. Daily News* writes on the 8th inst.:—Mission work has opened up nicely with no objections offered by anyone. The church services are well attended by a class of well-disposed people. A rumour was current in Kiangsi that we were requested by the Governor not to return to Nanking. This report, like most reports, was put through the magnifying glass several times before it got very far.

There must have been some misunderstanding, or something must have happened that has not as yet reached us, to make the Germans attack General Mei, says the *N.C. Daily News* of the 15th inst.; perhaps a misconception similar to that which led an English force to attack another Chinese General the other day. General Mei has been one of Yuan Shi-kai's right-hand men; he has been noted for his vigour in suppressing Boxers, guarding the Shantung frontier, and protecting missions, and it would seem that the German Commander has been misinformed by his interpreters or guides.

The Hon. Secretary of the Royal Hongkong Yacht Club informs us that the Club proposes to hold a Regatta on the nineteenth of next month. This being the initial venture on the part of this Club, the Committee have thought it advisable to confine proceedings to one day. It is understood that the Commodore has kindly consented to lend H.M.S. *Winnia* as Flagship for the day and a good day's sport may be confidently anticipated. There will be several sailing races, including races for yachts and boats owned by members of the Club and for service boats. The programme is in course of preparation and will be published shortly.

A fire of rather alarming proportions broke out at about two o'clock yesterday morning in the ground floor of a medicine shop situated at 235, Queen's Road West. The flames spread with great rapidity, and had obtained a firm hold of Nos. 235 and 237, shops situated on each side, before the arrival of the Fire Brigade, under the command of Superintendent May, when measures were at once taken to prevent the further spreading of the outbreak. It was soon apparent, however, that Nos. 235 and 237 were doomed to destruction, and abandoning this hopeless task, the firemen turned their attention to the corner shop, No. 237. Fortunately the fire here was only in its incipient stage, and was quickly overcome. The other two shops, however, were completely gutted, nothing but the bare walls being left standing. The origin of the fire is at present merely a matter of surmise; neither can the figure for damages be approximated, although it is certain to be a heavy one. All the shops were insured—No. 235 for \$10,000, No. 236 for \$4,500, and No. 237 for \$7,500. No casualties are reported.

As announced in our advertisement columns, the Catholic Union will hold a grand bazaar of toys on Sunday next, the 23rd instant, on the ground of the Roman Catholic Cathedral, from 3 to 8 p.m. By kind permission of Lieut.-Col. Teversham, D. S. O., and the officers of the 3rd Madras Light Infantry, their excellent band will be in attendance and play a selection of music during the afternoon. The proceeds of the bazaar will be devoted, as was the case last year, in providing Christmas treats to about 400 children and 100 old people. The price of a ticket of admission for adults is 50 cents and for children the price is only 10 cents. The object of the bazaar is very laudable and thoroughly deserves the support of the public. The result of last year's sale was very satisfactory, and was the means of providing a Christmas Tree, and a special dinner to a few hundreds of orphans, and poor of this colony, and still leaving a credit balance of \$60, as shown by the statement sent us by the Committee.

Owing to the demands on our space we are obliged to hold over Correspondence again.

The cholera figures at Singapore up to the 10th inst. were:—158 cases, 140 deaths.

M. Loubet has conferred the Legion of Honour on M. Paul Brunet, Chairman of the French Municipal Council, Shanghai.

The U.S. battleship *Kentucky*, which has been in Mediterranean waters for some time, has been ordered to Manila, via the Suez Canal. She is commanded by Capt. Colby M. Chester.

Latest advices from Brisbane just to hand show that the plague is engrossing all the attention of the authorities. There have been several cases which have proved fatal within the past month or so. The local sanitary authority have commenced a crusade against rats.

Advices by this mail state that the transport *Lawton* will take the place of the *Thomas*, scheduled to leave San Francisco for Manila on January 1st. The *Meade* was to leave that Pacific port on the 1st inst., and the *Logan* on the 16th inst., with troops and stores for the Philippines.

A heavy storm occurred at Hakodate on the night of the 8th inst. and 189 sampans were washed out to sea or smashed; 18 houses were levelled to ground, as well as fences, roofs, and trees. The steamer *Koko-maru* was driven on to the sand bank at Yossaki, and is not expected to get off.

In the Nagasaki hospitals there are at present 158 foreigners, brought there from China. Of this number, five invalided Russian officers and 31 men are under medical treatment in the Russian hospital; 80 invalided French officers and men as well as 37 wounded soldiers in the French hospital; and there are five officers—3 British, 1 German, and 1 American—in the St. Bernard hospital.

The loss of the training vessel *Takishima* is officially confirmed. It appears that she had on board a total complement of 117 persons, 79 of whom were cadets graduating this year. The captain's body was washed ashore, identified by his family, and cremated. The catastrophe is believed to have occurred near Senoumi, Suruga Bay, a spot dreaded by most mariners on account of its reefs and treacherous currents.

The need for improving the breed of horses in Java and the neighbouring islands is attracting attention. The horses bred locally are all small and are in fact ponies. It is felt that the Government should encourage efforts to improve matters by offering prizes and giving money grants for stud purposes. In Holland the Government has given aid to improved horse-breeding by spending 75,000 guilders this year in prizes, subsidies, and payment of inspecting fees. The Government of Netherlands India falls behind in this respect.

No news beyond hearsay has been received here confirming our Tientsin correspondent's allusion to a supposed reverse experienced by Count York's expedition to Kalgan, says the *N.C. Daily News*, and it is strenuously denied, as we mentioned, that the expedition met with any reverse at all. In this connection the *Daily News* has been favoured with the following extract from a private letter dated Peking, the 5th instant:—"The Italian troops returned yesterday from Kalgan, where they found a good deal of cold and no enemy. A small detachment of Italian sailors, which was left to look after a village, was attacked by Boxers, who were repulsed at the point of the bayonet, leaving some of them dead. A midshipman, Signor Bichi, was slightly wounded in the right hand."

The Chinese Minister to the United States, H.E. Wu Ting-fang, met with a great reception at Pittsburgh, Pa., on the 1st of last month, when he attended the Founder's Day prize-giving at the Carnegie Institute and addressed those present on the subject of education in China. Wu Ting-fang made an excellent and most diplomatic speech, and proceedings were of a most cordial nature. Mr. Andrew Carnegie sent a letter in which he alluded to the "unique and yet appropriate" presence of the Chinese Minister. He added:—"Our people do not appreciate the Chinese as they should, seeing only the class that emigrates. I hope the visit of Mr. Wu Ting-fang will stimulate interest, and that Pittsburghers will read up about China and what it has done. All the Chinese ask is that races far younger than themselves shall let them alone."

Our Shanghai morning contemporary quotes a letter from Tientsin, in which the writer says:—"We are very angry with the Russians for claiming the whole of the eastern bank of the Peiho, opposite to us, as their settlement by right of war, 'Russian blood having been spilt on the soil.' As the value of this land is entirely due to the fact that our people have made it so, and as if the Russians take it, they may proceed to make jetties and so block the river fairway altogether, we are keenly interested in bluffing them off. Nine-tenths of all our revenue comes from our hand-fee and mooring fees; still worse, the railway from Tangku passes through the ground they now claim, and in the event of the river becoming unnavigable the fortune or failure of the three concessions, British, French, and German, will be in the hollow of the Russian hand, for it will be in their power if they are allowed to take this concession to block off the Germans, and the French from future railway communication with Tangku."

## TELEGRAMS.

## REUTER'S SERVICE.

LONDON, 18th December.

## SOUTH AFRICA.

The Boers have entered Cape Colony. After crossing the Orange River, they encountered the Cape Rifles and Brabant's Horse, who retired with some loss.

## LOOT FROM NORTH CHINA.

Some forty cases of loot collected by General Frey in China have been seized at Marseilles by order of the Government, which does not consider them prizes of war.

## THE DUKE OF YORK'S VISIT TO AUSTRALIA.

The Duke of York will visit Singapore en route to Australia.

## THE DISASTER TO A GERMAN TRAINING SHIP.

136 were drowned in the *Gneissau*.

## THE CHINA CRISIS AND THE UNITED STATES.

Mr. Hay has cabled fresh instructions to Minister Conger removing certain obstacles, making it probable that all the Ministers will sign the Note.

## POLICE COURT.

Thursday, 20th December.

BEFORE MR. HAZELAND.

DISCHARGED. A charge was brought against Yan Hai, a carpenter, of stealing one brass bell, value one and a half dollars, the property of the Hongkong and Whampoa Dock Company, but the evidence for the prosecution was of such a meagre nature that his Worship discharged the defendant.

NOT ANGRY AND SMASHED THINGS. Chung Shin Fung, a shopkeeper, of 47, Aberdeen Street, some money, and as the latter thought that the debt had been running quite long enough, he sent word to that effect to the bricklayer, and asked him to pay up. Chung Shin Fung came along to the shop, but instead of "paying up" he got nasty and began to damage things. Lau Po sent for the police, and the angry debtor was led off to the station.

There was a counter allegation to the effect that Lau Po had damaged the defendant's countenance, and this had some weight, the latter being simply bound over in the sum of \$50 (personal bond), to keep the peace for six months.

BEFORE MR. KEMP.

GAMBLING AT THE PEAK. Six carpenters were charged with gambling in a house at the Peak, one of them being further accused of keeping the said house for the purpose of gambling. They all denied it. Lanes-argued Kerr and a Chinese detective, both of whom accompanied the raiding party, gave evidence, after which the keeper was fined \$15 or one month and the remainder \$3 or ten days, all money and implements of gambling to be forfeited. The lot went to prison.

STEALING FROM A SHOP. Three cinder-boats were charged with stealing five fire-bricks, value \$15, from the steamer *Honghe*, a coolie boat running between here and Singapore.

Acting-Sergeant Burchall saw the cinder-boat going across the harbour in the direction of Yau-mat, and as they seemed desirous of keeping as far away as possible from the police pinnace, Sergeant Burchall chased them, and a search revealed the fire-bricks hidden amongst the cinders. They said they got the stuff from a fireman on board, but could not identify the man when taken to the steamer.

SIX WEEKS' HARD LABOUR. Lam Shin Fung, doctor, 54 Battery Street, pleaded not guilty to feloniously stealing \$30 in bank notes from a married woman residing at the same address.

It transpired from the evidence adduced that the complainant gave a jacket to her maid-servant to wash. In one of the pockets she had carelessly left the \$30, in \$5 notes. The maid-servant found the money, and not knowing exactly what it was and how much it was worth, asked the defendant, who was standing by. He took the money from the girl, told her it was nothing, but at the same time hinted that she need not trouble to tell her mistress about it. The complainant missed the money, however, and questioned the girl, when the whole story came out. The doctor, on being tackled, owned up to taking the money, and added that some of it had been spent. He was thereupon given in charge.

The Magistrate sentenced him to three weeks' hard labour, and further made an order that the money was to be returned to the complainant.

STEALING FISH. Sam Lin, a hawker, was also charged with theft. He, however, was content with a couple of fish, valued at a dollar.

The defendant, as all of them do, denied the charge, but was convicted on evidence, and fined \$15 or three weeks' hard labour. He went to prison.

## "ARRAH-NA-POQUE" AT THE THEATRE ROYAL.

*Arrah-Na-Poque*, one of the most popular of Irish dramas, was given at the Theatre Royal last night, before a fairly large audience, by Miss Ella Carrington and Company, Miss Carrington impersonating the heroine of the piece, and Mr. Charles Taylor taking the part of Sham O' the Post. The company are to be congratulated on the success with which, notwithstanding several drawbacks, they acquitted themselves. Miss Carrington was frequently applauded, and the audience evidently thoroughly enjoyed Mr. Taylor's efforts. The other characters were also in good hands. To-night *Zip Van Winkle* will be staged and on Saturday night Mr. Barnes of New York.

## CRICKET.

A match will be played to-day, Friday, at 2 p.m., and to-morrow, Saturday, at 11 a.m., between the Club and the Navy. The teams will be:—

Club.—T. Sercombe Smith, F. Maitland, Lieut. E. B. Johnson, R.W.F., E. Mack, A. MacKenzie, E. D. Anderson, Lieut. Higgin, R.W., Lieut. Gwyther, R.W.P., Capt. Doughty, R.W.F., Capt. Wall and Capt. Ainslie.

## HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. The President (the Hon. R. D. Ormsby), Director of Public Works, occupied the chair, and there were also present Dr. Bell (Acting Principal Civil Medical Officer), Mr. J. McKie, Dr. Hartigan, Mr. E. Osborne, Mr. F. Clark (Medical Officer of Health), Mr. Chan A. Fook, and Mr. G. A. Woodcock (Secretary).

THE PRESIDENT said that with regard to item No. 2 on the agenda the Vice-President, Hon. Mr. May, had written him to say he would not ask his question till next meeting, and Mr. Osborne had also decided to adopt a similar step concerning his resolution, item No. 3 on the agenda.

The Hon. F. H. May's question was:—"What steps have the Board taken in answer to an invitation made to the Board in May last by direction of the Officer Administering the Government to formulate a scheme of sanitary improvements in this Colony?"

Mr. Osborne's motion was:—"That in regard to the Acting Colonial Secretary's letter to the Sanitary Board of 1st May, 1900, asking the Board to formulate a comprehensive scheme of sanitary improvements, a reply be sent that the Board are not disposed to formulate such a scheme unless some assurance be forthcoming that the Government will give immediate effect to some at least of the Board's recommendations. THE PROPOSED USE OF WATERING CARTS.

The following reply (dated Dec. 13th) relative to the proposed use of watering carts was submitted from the Colonial Secretary:

"With reference to your minute of the 23rd inst. relative to the proposed use of watering carts in the streets of Hongkong, I am directed to request you to be good enough to furnish me with a full statement of the reasons why the Sanitary Board are of opinion that the present system should be altered for that now proposed. I am also to refer you to the minute of the Medical Officer of Health of the 10th October last in C.S.O. No. 217 of 1890, which I enclose a copy, and to enquire why the views of the Medical Officer of Health have not found acceptance among the other members of the Board."

Dr. Hartigan, minutes:—"Because we are now living in the 19th century and not in the dark ages, to which alone the present system, which is no system, is applicable."

Mr. Osborne said:—"In regard to this matter it is common knowledge throughout the world that the dust of streets affords a dangerous medium for spreading disease, and the Sanitary Board, desiring to introduce a more efficient method of street watering than the 'bucket' system at present in vogue, after obtaining information from Shanghai on the subject, decided that so far as the crowded lower levels were concerned the work should be done by carts, and having obtained tenders for the construction of a few carts as an experiment Government was asked to approve the expenditure. Nothing could more forcibly illustrate the ridiculous position in which this Board stands in the carrying out of sanitary improvements or the spirit of jealousy that thwarts almost every effort we make, than the reply now before us, which practically amounts to a refusal to adopt the Board's recommendation even in so paltry a matter as the building of half a dozen watering carts. I beg to move that a reply be sent that the Board disapproves of the present method of watering the lower levels, and consider that watering by carts should be substituted at once."

Dr. HARTIGAN said:—"Mr. President, I have a motion somewhat on the same lines as Mr. Osborne's, and perhaps Mr. Osborne would not mind adopting it. There seems to have been some misunderstanding regarding this watering question. I certainly did not understand the M.O.H. to object to the proposed scheme *per se*, but simply said that in his opinion things were at present working fairly well, and that the proposed scheme would entail much additional expense, and that we had already exceeded our allowance. All improvements are expensive and the only question to be considered is one well worth the additional cost. No one can ride in a carriage for the same price as he can jog along in a donkey cart. No one can say our present arrangements are perfect. They are on the contrary sloppy, wasteful, and ineffective. Carts besides being in every way more suitable will actually make a large saving of fresh water, the sea-water can be pumped into these carts. Besides traffic has enormously increased lately with corresponding wear and tear of the roads, so that the cost will be more than compensated by the improved method. I trust the local Government will not treat us as Downing Street treated the colony in the matter of electric lighting, where, because electricity did not suit upper Tooting, it was gross impertinence for Hongkong to want it. This is surely a rate-payers' question, and they may be allowed to spend their own money in the most advantageous manner. I beg to propose:—"That the Government be informed that the Board have considered the views of the Medical Officer of Health as to the greater cost of street-watering by means of carts, and are of the opinion that the greater efficiency of this method will more than compensate for the increased cost. We propose, moreover, to limit the use of the carts to the lower levels, as suggested by the Medical Officer of Health."

Mr. OSBORNE expressed his willingness to withdraw his motion and to second that of Dr. Hartigan.

Dr. BELL said that while he was in agreement with the proposal as to the sending of a letter, he thought some sort of explanation ought to be offered to the Government as to why they wanted a more expensive method of watering the streets on the lower level. There was a tremendous amount of vehicular traffic in Queen's Road and a necessity of laying the dust which did not exist to the same extent, if it existed at all, on the higher levels.

The motion was carried.

REPORT OF THE QUARTERLY INSPECTION COMMITTEE.

PAINTED STATE OF THINGS AT WANCHAI. Messrs. E. Osborne and J. McKie (the Inspection Committee) submitted their fourth quarterly report. It ran as follows:—

"On the 4th inst., in company with Inspectors Hoggarth and McKie, we visited the Wanchai District, the general appearance of which shows an improvement in cleanliness. The houses occupied by coolies were, as usual, the dirtiest, and considering that the wages of this class have of late improved, we think an endeavour should be made to compel a little cleanliness in their dwellings and pressure brought to bear upon the licencees of the houses where they live."

The upward tendency of rents continues, and until relief is provided there is a danger of any real or lasting improvement in the sanitary condition of the slums. In Albany Street \$3.50 is the cost of a space eight feet square wherein to accommodate parents, children, and possibly a relative or two. The state of affairs which compels a coolie earning probably \$7 a month to pay \$3.50 rent for a wretched hovel eight feet square is not calculated to improve the sanitary condition of the town.

Floors in Nullah Lane accommodating 12 ricksha coolies fetch \$12, while a whole house of

three upper floors in this street is let for \$64. sunshades of Nullah Lane should be removed, we understand, they are illegal, for so sunshade can possibly pierce the gloom and any of these premises that a sunshade cannot think, be a necessity, and is distinctly undesirable.

"Wanchai Market is greatly improved in content of whitewash and paint, and it is hoped the Government will repeat this clean every half year."

"On our last visit to Shek Kai Lane, we suggested which we regret to find have been entirely carried out, and the alterations that have been made do not appear satisfactory. We recommend these houses to the attention of the Board."

"In Sham Pin Lane there is a terrace comparatively new houses, the ground-floor which are dark and ill-ventilated—so dark that the inmates at 5 p.m. were on their most feeble lights. The doorway measured 37 feet, the window 15 feet, and the floor 546 feet, and we recommend the Board's action to these houses also."

"Between Wing Tak Lane and Yung Fung Street is a block of new houses, the modern type and concerning which whilst they were in course of erection, Board drew public attention. These houses fully deserve the criticisms passed upon them at the time and serve to show the necessity of compelling back lanes as well as backyards new buildings. The only provision for ventilation and light is a small square shaft (with accordance with the law) which we consider adequate for the purpose."

"The crowds of so-called hawkers in Nullah Lane, Cross Street, Wing Fung Street, and other places is a matter which, though to it means re-opening a very vexed question, vitally affects the health and well-being of the colony. The whole of Wing Fung Street, a street 20 feet wide, is lined on one side with hawkers' stalls, leaving but a narrow passage for traffic, and one enterprising man had even gone the length of placing a 12-foot table, spread with white cloth, which were displayed eggs, condensed milk, tea, coffee, hams, and other sweetmeats. If file hawking is a convenience and a necessity to the poor, but these are not hawkers; they are traders pure and simple driven into the street by impossible rents, choking the drains with garbage, creating noise and disorder where they settle, and allowing back into the public atmosphere of their dwellings people who, for them, after the day's work is over, would enjoy such fresh air as the streets afford."

"The whole town east and west, go with you will appear to be a large overcrowded city, day and night, routes, congested streets, polluted drains, filth and plague, point with unmistakable warning to the great need that exists for more space, more room for expansion."

"P.S.—Though not coming within the scope of this report, we think it right to say that verandah pillars of houses Nos. 49 and Queen's Road East, were pointed out to us being badly cracked and liable to collapse."

The following minutes were appended:—

Dr. Clark:—"The committee's previous report on Shek Kai Lane stated that the ventilation both on the cross and first floor could easily be provided from the back. It has since been done by the opening out of a half of the kitchen under Ordinance 34 of 1880. The lane is only six feet wide, and the three-storey buildings on one side and two-storey buildings on the other side. The only remedy is to ask the Magistrate to close the premises as unfit for human habitation. The houses in Sham Pin Lane comply with the law as to backyards, but the ground-floor rooms are dark. The Magistrate might be induced to order the provision of more open space in the rear. The question of such a Nullah Lane and the condition of the streets of the lanes should be referred by the Board to the Public Works Department while the petty traders who erect stalls in Crown streets, under the excuse of being hawkers, can only be dealt with by the police, who are at present very lenient to these offenders."

Major Brown:—"This report discloses painful state of things, and should be widely known. The Sanitary Board ought to urge upon Government the necessity of prohibiting hawkers setting up in (and practically blocking any street under, say, 50 feet).

Dr. Hartigan:—"This report should be more carefully considered. It opens up a very large question, a housing for the working class seems to be the only remedy. The law as it stands seems unable to make healthy dwelling. I can corroborate the statement about hawkers and their garbage. The police appear not to interfere with them. Why?"

The Hon. F. H. May:—"I have stated before officially and publicly that I decline to make a crusade against hawkers in the present condition of the city, unless I am specially instructed to the contrary. Messrs. McKie and Osborne aptly describe the situation, they say these hawkers are driven into the street by impossible rents."

Mr. OSBORNE moved that the report be forwarded to the Government and to the new papers, and also that the attention of the Government be called to this question, of so-called hawking. These men, as had been pointed out in the report, crowded the streets—especially the side streets—sometimes selling wares, exactly the same as those sold by the shopkeepers immediately behind them. They were no more hawkers in the true sense of the word than were shopkeepers. Their place of business was in the street—a fence. A hawk's hand was not a great utility lay in the fact that it took to the homes of the poor the food which perhaps they were unable to procure for themselves. The Chinese hawkers did not in the slightest sense do that. He only monopolized a large proportion of very narrow thoroughfare and was not only not a necessity but a positive nuisance. Under these circumstances, continued Mr. Osborne, he thought that, in spite of the Vice-President's minute, and in spite of their ought to ask the Government to take steps to remedy the evil, so far as it was an evil. He would not ask the Government to abolish the bona fide hawkers, but that they should instruct the police to stop those men who set up their tables in the street, and who did not even take the trouble to carry their wares about. The motion he had to submit was:—"That the Board request the Government to give directions prohibiting the erection of stalls in public streets and footpaths by so-called hawkers, who should be restricted to bona fide hawking."

Mr. McKie had great pleasure in seconding the resolution. He could verify all that Mr. Osborne had said.

Mr. CHAN A. FOOK doubted the advisability of interfering with what Mr. Osborne had called the "shop hawkers." His place was a fixture; it was very likely put up in the morning and moved in the evening, and if shop-keepers in front of whose premises erected their stall did not object or lodge a complaint with the Government, it would be very inadvisable for the Board to interfere with the matter. He therefore opposed the recommendation.

The President said he had not yet made up his mind on the subject. He thought, however,



done anywhere else. *Levin*



**TABLE 1**

<p><b>THE</b>  <b>DEUTSCH-ASIATISCHE BANK.</b>  <b>PAID-UP CAPITAL.....Sh. Tseals 5,000,</b>  <b>HEAD OFFICE—SHANGHAI.</b>  <b>BOARD OF DIRECTORS: BERLIN.</b></p>							
<p><b>BRANCHES:</b></p> <table border="0"> <tr> <td>Berlin</td> <td>Canton</td> <td>Hankow</td> </tr> <tr> <td>Tientsin</td> <td>Tsingtau (Kiautschow)</td> <td></td> </tr> </table>		Berlin	Canton	Hankow	Tientsin	Tsingtau (Kiautschow)	
Berlin	Canton	Hankow					
Tientsin	Tsingtau (Kiautschow)						

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RESERVE LIABILITY OF SHARE- HOLDERS.....	£800.00
RESERVE FUND.....	£525.00

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance on Fixed Deposits for 12 months 4 per cent

"	"	6	34
"	"	3	24

T. P. COCHRANE,  
p. Manager, Hongkong  
Hongkong, 15th October, 1900. [2]

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**PAID-UP CAPITAL** ..... „ 1,250,000

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**HIROMI KAWASAKI,**  
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Taipei, 5th October, 1900. [313]

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CAPITAL PAID-UP .....	" 18,000,000
CAPITAL UNCALLED .....	" 6,000,000

RESERVE FUND..... " \$129,000

HEAD OFFICE--YOKOHAMA.

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 " " " " 6 " 4% " "  
 " " " " 3 " 3% " "  
**TARO HODSUMI,**  
 Manager.  
 Hongkong, 21st November, 1900. [73]

---

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after which date the undersigned will proceed  
with the Liquidation of the Estate having  
regard only to such Claims as have been duly  
put in and approved.

T. G. GOWLAND,  
Attorney for the Executors of the  
Estate of FRANCIS CASS, Deceased.  
Amoy, 12th December, 1900. [318]

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Hongkong, 18th December, 1900. [3133]

[illegible]



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Telegrams: "CARMICHAEL," Hongkong.  
Telephone, 232.

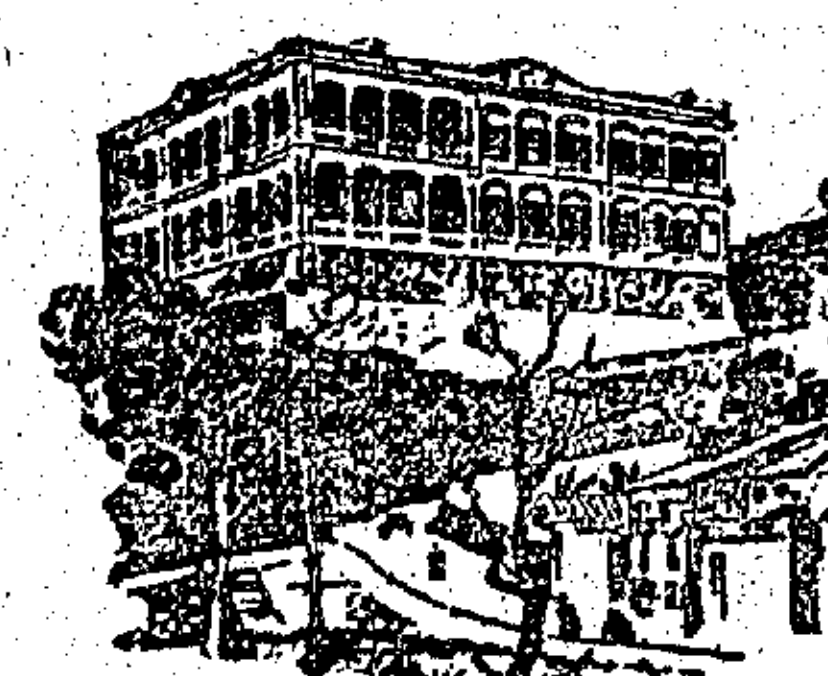
H. F. CARMICHAEL,  
B. J. BARLOW,  
Hongkong, 1st June, 1899. [3021]

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES.  
FIRING 10 SHOTS IN 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1900. [2809]

## HOTELS

"BOA VISTA" HOTEL,  
MACAO.



THE only FIRST CLASS HOTEL in the  
Colony. Moderate terms by the day or  
month. European Management.  
MACAO is distant 40 miles West of Hong-  
kong and the journey is made each day (Sun-  
days excepted) by the magnificent Saloon  
Steamer "HONGKONG" in 3 hours, leaving  
Hongkong at 2 P.M. and Macao at 8 A.M.  
Connection made by Company's Steamer to  
and from Canton.

Tourists should not miss the chance of  
visiting this famous old City.  
For Terms, apply  
MANAGER,  
Telegraphic Address: "Boavista." [2549]

RAFFLES HOTEL,  
SINGAPORE.

SITUATION UNSURPASSED.  
THE Finest Hotel in the East. Rooms en  
suite. Every Room with Private Bathroom  
attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY.  
Every Home Comfort.  
Electric Bells throughout the Hotel.  
Electric Lights.  
Electric Fans.  
Terms Moderate.

BARKER BROTHERS,  
Proprietors.  
Hongkong, 16th August, 1900. [3221]

## SCIENTIFIC MISCELLANY.

THE ROAD TRANSPORTATION PROBLEM—  
ELECTRIC BATTERIES UNDER WATER—OR-  
MATION NOT NECESSARY—WHEN LIVE  
WIRES ARE DANGEROUS—DESICCATION OF  
TURKISH—CARBON BEFORE LIFE—IM-  
PROVED VENTILATION—SUBMERGED SEEDS  
—SUBSTRATE'S CAUSE—FLOW OF MARBLE  
—THE SOUTH POLE—THE POUND OF THE  
ROMANS.

A new steam freight automobile made in  
Leeds, England, merits special attention because  
it has been pronounced one of the most satisfac-  
tory solutions of a difficult problem. It con-  
sists of a road locomotive weighing 6,500 pounds  
and a truck weighing 2,400 pounds and having  
a platform 11 feet long by 6 wide, the load to  
be carried being 4 tons. The front wheels of  
both engine and truck are 35 inches in diameter,  
those in the rear being 46 inches. The high-  
pressure cylinder is 4 inches in diameter, the  
low pressure is 6½ inches, and for starting, on  
high grades steam can be admitted at high pres-  
sure into the low-pressure cylinder. The water-  
tank holds 230 gallons and the coke-box  
carries 200 pounds. In a recent test for 10  
hours with four tons of balg wool and five  
passengers, an average speed of 4.6 miles per  
hour was made, and 330 pounds of coke and  
600 gallons of water were consumed. The cost  
per mile for each ton carried was estimated at  
a trifle less than half the cost with horses.

During inundations at Munich two batteries  
of accumulators in the municipal electric station  
were completely submerged. On the following  
night an attempt was made to light part of the  
streets from one of the batteries, and, proving  
successful, with about thirds of the usual cur-  
rent, the battery was charged on the next day,  
and again discharged on the second night. On  
the subsiding of the water, the accumulators  
were found to have sustained no damage except  
a slight weakening of the acid.

A late critic of cremation affirms that earth  
disinfection makes burial the safest disposal of  
the dead. In twelve years of experiment Sir  
Seymour Hudson found that bodies buried 4 feet  
deep required more than 4 years for complete  
dissolution; 3 feet, 3 years; 2 feet, 2 years; 1  
foot, 1 year. In no case was the earth or air  
polluted, nothing worse than carbonic acid and  
water ever being given off at the surface of  
burial grounds.

An investigation in Switzerland by Prof.  
H. F. Weber has proven that electric currents  
begin to be dangerous at a much lower voltage  
than has been supposed. With wet hands  
grasping both bare conductors, the muscles were  
paralyzed at 50 volts, and the wires could not be  
released; and with dry hands a like result, with  
severe pains, was reached at 90 volts. With  
one conductor only touching the skin, the body  
being insulated by the shoes, the experience was  
very different. The effects varied from ting-  
ling of the skin on slight touching, to trembling  
of the fingers, etc., on firm gripping, but when  
standing on moist gravel soil they were scarcely  
perceptible at 500 volts and were not more  
serious than violent stinging or intense trem-  
bling at 2,000 volts. On clay covered with coal-  
dust, the stinging began to be noticeable at  
200 volts, the effects becoming severe and only  
momentarily endurable at 1,000 volts, with  
paralysis of the muscles at 1,300 volts. The  
current used was an alternating one, and it was  
concluded that the simultaneous touching of  
both poles of an alternating circuit is dangerous  
when the pressure exceeds 100 volts, that all  
pressures between 100 and 1,000 volts may be  
regarded as equally dangerous, but that the  
risk of using pressures up to 1,000 volts is very  
slight, as only persons of some electric training  
are likely to be in position to touch both poles  
at once.

The entire drainage basin of the Aral and  
Caspian Seas are found by Dr. Sven Hedin  
to be drying up. Lakes and rivers are becom-  
ing smaller, and dwellers on Lake Balkhash  
assert that the lowering of its waters is as  
much as a foot in five years. The most re-  
markable changes appear in the Lob Nor.  
This lake has no outlet, although 2,000 feet  
above sea level, and its freshness led to the  
inference that it must be of recent formation.  
It is now proved that the sheet of water de-  
scribed by early geographers has disappeared,  
leaving only a dry bed of shells and other re-  
mains, while a series of new lakes has formed  
around the old basin.

An interesting chapter in the world's history  
is suggested by Moissan's electric furnace. The  
metallic carbides produced are like those now  
existing in the sun and stars, and it is thought  
that these—many of them decomposable by  
water—originally held the world's carbon.  
When the cooling gases formed water, carbides  
were decomposed, forming hydrocarbons. Oxi-  
dation gave carbonic acid, when vegetable life  
became possible.

FACTS OF ABSORBING INTEREST  
TO THOSE WHO ARE IN THE  
CLUTCHES OF RHEUMATISM.  
One cannot be too quickly cured of Rheuma-  
tism. To get rid of those awful pains that make  
life a never ending series of torture, now mild,  
now excruciating, to-day in bed, to-morrow hob-  
bling around in crutches, to be relieved of such  
a condition is always the happiest period of one's  
life. Little's Oriental Balm has effected thou-  
sands of wonderful cures of long standing cases  
of rheumatism, cases that were supposed to be  
hopeless and beyond the reach of medicine. The  
cures have been so complete and permanent that  
Little's Oriental Balm is undoubtedly the true  
specific to cure Rheumatism.

Mr. N. Bell, Westport, N. Y., says—  
"For 10 years I suffered from rheumatism,  
at times so severe that I could neither walk nor  
lie down. I used Little's Oriental Balm, and it  
completely cured me, notwithstanding that my  
case was chronic and notwithstanding that the  
day more tired and exhausted than a well per-  
son." Sold at Re. 1 per bottle. Agents  
for Hongkong—THE VICTORIA DISPEN-  
SARY, LD. 2852-6

In the Guzi aerator, which is intended to  
take the place of the ordinary window, strips of  
glass supported at the ends by tinned iron pivots  
operate like the slats of a Venetian blind. The  
slats are held tightly closed by a spring, and  
are opened and held at any desired point by  
means of a chain. The advantages of the aer-  
ator are claimed to be important. It may be  
used where it would be impracticable to place a  
swinging or sliding window, and gives a con-  
tinuous and easily regulated ventilation in all  
states of the atmosphere, whereas an ordinary  
window must be closed in storms and gales and  
permits the entrance of sudden cooling and  
dangerous draughts on being opened in winter.

The germination of seeds in sterilized water  
to which varying quantities of oxygen had been  
added has been studied by M. P. Maze. He  
concludes that, while life appears to remain  
latent, certain slow changes take place, although  
germination under water may fail on account of  
lack of aeration. Some small seeds are de-  
veloped slowly by the atmosphere within their  
coats. Starchy seeds under water quickly lose  
all power of germinating; oily seeds retain it  
longer; but there is no proof that any seeds  
can long retain their vitality. The weakening of  
the submerged embryos is attributed to the  
accumulation of poisonous products, especially  
aldehyde.

The theory that sunstroke is a contagious  
disease, due to microbes, has met with little  
favour, notwithstanding the evidence brought  
forward by Dr. Sambon a year or two ago. Mr.  
E. H. Freeland, who has seen many cases, finds  
no good reason for changing the old explana-  
tion, and believes that there is ample proof that  
sunstroke is due primarily to the exposure of  
the body to a hot moist atmosphere, and  
secondarily to blood-poisoning from the per-  
verted metabolic action thus set up.

Fibreum, a new leather paper made by a  
French manufacturer, is prepared from waste  
cuttings of hide. These are cut into small  
pieces, freed from glutinous matter in alkaline  
solution, beaten, passed through a refiner, then  
made into very thin paper which is dried in a  
hydraulic press in piles of 1,000 to 100 sheets.

A study of the flow of rocks under unover-  
pressure has been begun by Messrs. F. D.  
Adams and J. T. Nicolson, English physicists.  
Their first experiments were made with pure  
Carrara marble, of which polished columns an  
inch in diameter and an inch and a half in  
length were placed in a wrought iron tube, the  
ends of which were left free, and pressures up  
to 13,000 atmospheres were exerted by means  
of an accurately fitting steel plug. Dry marble  
was compressed at ordinary temperatures, at  
300 deg. C., and at 400 deg. C., and moist mar-  
ble at 300 deg. C. The time of experiment  
varied between 10 minutes and 64 days. Under  
all these conditions, the marble was permanent-  
ly deformed, its flow being like that of metals  
and in some respects like that of glaciers. The  
colour was changed to dead white, the strength  
being weakened more or less according to the  
time required for the change. At ordinary  
temperatures the deformation was due in part  
to granular movement, and in part to twinning  
and gliding in single crystals comprising the  
rock; but at elevated temperatures only the  
twinning and gliding took place. The presence  
of water had no apparent effect.

The southern magnetic pole is now located at  
73 deg. 20 min. S. and 145 deg. E. Such, accord-  
ing to E. E. Bohoravik, is the result of the  
late Southern Cross expedition, which wintered  
at Cape Adare, on South Victoria Land, and  
which made magnetic observations along the  
coast as far south as about 73 deg. 45 min. The  
magnetic dip was noted at eight places, includ-  
ing one point where it was measured by James  
Ross in 1841. The dip had decreased here  
1 deg. 32 min., and it was concluded that the  
magnetic pole had shifted much to the north  
and west in 50 years.

The three weights not long ago found on the  
site of the ancient Forum at Rome supply an  
accurate record of the Roman standard of two  
centuries before our era. The weights, which  
are of dark-green marble with bronze handles,  
represent respectively 20, 30 and 100 Roman  
pounds, and show that the ancient Latin pound  
was exactly 325 grammes, or 10 ounces 215  
grains Troy.

A "liquid bronze" that is free from metal is  
thus made by a German chemist: In 100 parts  
of alcohol dissolve by gentle heat 10 parts of  
aniline red and 5 of aniline purple, then add 5  
parts of benzoic acid, and boil 5 to 10 minutes.  
This is specially adapted for bronzing wood or  
paper.

## I TELL YOU THE SECRET.

Only one thing keeps me in England during  
the winter—the lack of money to get away. As  
I stay in London at that time, and at odd hours  
dream of sunnier climes. But, so far, I have  
escaped the influenza—a disagreeable and a dan-  
gerous disorder—the friend of doctors, under-  
takers, and grave-diggers. There is plenty of  
it abroad now, and likely to be more before the  
grass is green again.

What do I do to stave off influenza, or, as the  
Americans call it, the "grip"? I feel good enough  
to listen to Mrs. Annie Stone for a minute, and  
then I'll tell you. She lives in Chapel Street,  
Kilburn, near Derby, and her letter is dated  
about a year ago.  
"At Easter, 1893, she goes on to say, 'I had  
a bad attack of influenza. After it went away it  
left me very weak and low. Do what I would my  
strength did not come back. I was just able to  
crawl about, and that was all. I sat at table and  
looked at the food, but had no relish or longing  
for it. Because every time I ate anything like a  
meal it gave me terrible pain at the chest and  
sides and in the upper part of the back.'  
"Then there was the heart trouble, too. I  
had spells of palpitation so bad that they kept  
me awake at nights and left me to begin the  
day more tired and exhausted than a well per-  
son after many hours of hard work."  
"For over four years I suffered in this way,  
seeing doctors and taking medicines, until I was

weary of trying to get cured. By good luck—  
which it might be better to call a merciful Pro-  
vidence—I then read about what Mother Seigel's  
Syrup had done for others in my condition, and  
bought a bottle at the Ripley Co-operative  
Stores, Kilburn Branch, and commenced taking  
it.

"I began to improve right away. My appe-  
tite seemed to come up. I ate freely, and the  
food digested and caused me no pain. In a few  
weeks more of using the Syrup, the complaint  
and ailments were all gone, and I found myself  
strong and well as ever. I take a dose now and  
then as a preventative, which I think a good  
plan, and enjoy perfect health. It gives me  
pleasure to speak of Mother Seigel's Syrup as  
the best and surest remedy I ever met with or  
heard of."

Now a word about the influenza. It is a germ  
disease, which attacks almost invariably those  
who are already weak and low with indigestion  
or dyspepsia, and troubled with (consequently)  
impure blood. Mrs. Stone was previously in  
this state, or the influenza would never have  
knocked at her door.

It may sound a queer thing to say, but diseases  
attack only those who are already ill. Yet it is  
so.

As for me I keep my stomach right, my bowels  
open, and my blood pure by a daily dose of  
"Mother Seigel," and snap my fingers at every-  
thing—the London fog included. [55]

## CHRISTMAS HOLIDAYS.

IN accordance with Ordinance No. 6 of  
1870, the undermentioned Banks will be  
CLOSED for the transaction of Public Busi-  
ness on MONDAY, TUESDAY and WED-  
NESDAY, the 24th, 25th and 26th instant  
respectively.

For the CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA,  
T. P. COCHRANE,  
per Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING  
CORPORATION,  
T. JACKSON,  
Chief Manager.

For the NATIONAL BANK OF CHINA,  
LIMITED,  
GEO. W. F. PLAYFAIR,  
Chief Manager.

For the MERCHANT BANK OF INDIA,  
LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency,  
L. BERINDOAGUE,  
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,  
J. C. BERGENDAHL,  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,  
TARO HODSUMI,  
Manager.

For the IMPERIAL BANK OF CHINA,  
E. W. BUTTER,  
Manager.

For the DEUTSCH-ASIATISCHE BANK,  
H. SCHOTTLAENDER,  
Acting Manager.  
Hongkong, 18th December, 1900. [3203]

## CHRISTMAS HOLIDAYS.

THE Undermentioned Insurance Offices  
will be CLOSED for the transaction of  
Public Business on MONDAY, TUESDAY  
and WEDNESDAY, the 24th, 25th and 26th  
instant.

JARDINE, MATHESON & CO.,  
General Agents,  
CANTON INSURANCE OFFICE, LIMITED,  
and  
General Managers,  
HONGKONG FIRE INSURANCE CO., LD.

For the UNION INSURANCE SOCIETY OF  
CANTON, LIMITED,  
W. J. SAUNDERS,  
Secretary.

For the NORTH CHINA INSURANCE CO.,  
LIMITED,  
W. H. PERCIVAL,  
Agent.

For the CHINA TRADERS' INSURANCE  
CO., LIMITED,  
H. P. WADMAN,  
Acting Secretary.

For the YANGTZE INSURANCE ASSOCIA-  
TION, LIMITED,  
SHEWAN, TOMES & CO.,  
Agents.

For the CHINA FIRE INSURANCE CO., LD.  
GEO. L. TOMLIN,  
Secretary.  
Hongkong, 20th December, 1900. [3213]



GOVERNMENT NOTIFICATION.  
No. 1187.

TENDERS with Detailed Specifications will  
be received at the Colonial Secretary's  
Office up to NOON of FRIDAY, the 1st Feb-  
ruary, 1901, for the Construction and Supply  
of TWO WOODEN or COMPOSITE  
STEAM FERRY BOATS for the JOHORE  
STRAITS. (See Admiralty Chart No. 2403.)  
Length 90 feet over all.  
Breadth not less than 17 feet.  
Maximum draft 7 feet.

The vessels to be of sufficient stability to  
carry passengers on a shade deck about one half  
of their length.  
To be driven by single or twin screw engines  
at a speed of 10 knots on the measured mile. If  
composite built, the frames and scantlings  
throughout to be accessible for painting and  
preservation from corrosion. Ceiling to be dis-  
posed with as far as possible, what ceiling  
there is to be of hard wood. The outside plank-  
ing to be of teak of substantial thickness.

If of wood to be built of Java teak or Paua-  
gro boards for frames, &c. with teak planking and  
hard wood ceiling.

The boats to be sheathed to well above the  
water line with 18 oz. yellow metal.

Tenderer must state the price—1st with fit-  
tings to burn kerosene fuel, carrying a sufficient  
supply to steam about 500 knots—2nd with fit-  
tings for burning wood fuel—3rd with fittings  
which can be altered for burning liquid or wood  
fuel as found expedient.

The boats must be built for and fitted with  
towing hooks and other fittings and gear for  
towing a 40 ton longkang.

One short mast forward for light and signal-  
ling and a teak wood dinghy to be supplied with  
each vessel.

First Class and Native passenger accommo-  
dation to be of superior. Space for baggage to be  
provided below.

Any further information can be obtained  
from the Master Attendant, Singapore.  
Tenders to state the date on which the boats  
can be completed and delivered in Singapore.  
The Government does not undertake to ac-  
cept the lowest or any tender.  
Colonial Secretary's office,  
Singapore, 22nd October, 1900. [2314]

## INTIMATIONS

## EYE-SIGHT.

Mr. N. LAZ



VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
ONDON, &c., VIA PORTS OF CALL	CLYDE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-morrow, at Noon.
ONDON	CAICHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
ONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 28th Jan.
ONDON	RHIFES	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 22nd Jan.
IVERPOOL	DARDANUS	Brit. str.	—	Steeves	BUTTERFIELD & SWIRE	On 12th Jan.
REMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	R. Heintze	MELCHERS & CO.	On 1st Jan., at Noon.
ARSEILLES, &c., VIA PORTS OF CALL	OCEANIAN	Fron. str.	—	Schmitz	MESSAGERIES MARITIMES	On 1st inst., at 1 P.M.
ARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
AYRE & HAMBURG VIA COLOMBO	ARAGONIA	Ger. str.	—	Fornel	CARLOWITZ & CO.	On 24th inst.
AYRE & HAMBURG	WITTENBERG	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 30th inst.
AYRE & HAMBURG	SAMBIA	Ger. str.	—	Miller	CARLOWITZ & CO.	On or about 12th Jan.
AYRE & HAMBURG	SIBERIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 22nd Jan.
AYRE & HAMBURG	GIBEL	Aus. str.	—	F. Moser	SANDER, WIELER & CO.	On or about 5th Feb.
AYRE & HAMBURG	HUDSON	Brit. str.	—	Hansen	DODWELL & CO., LIMITED	On 27th inst., P.M.
AYRE & HAMBURG	VERONA	Ger. str.	—	Douglas	CARLOWITZ & CO.	Quick despatch.
AYRE & HAMBURG	DEVONSHIRE	Brit. str.	—	R. Archibald, R.N.R.	SHEWAN, TOMES & CO.	On or about 5th Jan.
AYRE & HAMBURG	R. MORROW	Brit. ship	—	J. Pantan	ARNDT, KADBERG & CO.	Quick despatch.
ANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 10th Jan.
ICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	VICTORIA	Brit. str.	—	J. McIntyre	DODWELL & CO., LIMITED	On or about 31st inst.
ICTORIA & VANCOUVER, B.C., V. INLAND SEA, &c.	TARTAR	Brit. str.	—	Tollefsen	CANADIAN PACIFIC R. CO.	On or about 30th inst.
ORTLAND, OREGON, &c., VIA JAPAN, &c.	ADATO	Brit. str.	—	A. E. Moses	PAIFIC MAIL S. S. CO.	On or about 10th Jan.
ORTLAND (OREGON) U.S.A.	SKALPINSO	Brit. str.	—	Herfurth	CARLOWITZ & CO.	On 12th Jan., at Noon.
AN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	Godin	CARLOWITZ & CO.	On 27th inst., at Noon.
AN FRANCISCO VIA SHANGHAI, &c.	CHINA	Amr. str.	—	Vaughan	PAIFIC MAIL S. S. CO.	On 30th inst.
AN FRANCISCO VIA AMOY, &c.	DORIC	Brit. str.	—	Poterson	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
AN DIEGO, &c., VIA MOJI, &c.	BERGSHUB	Brit. str.	—	H. Fraser	GIBB, LIVINGSTON & CO.	On 3rd Jan., at 4 P.M.
USTALIAN PORTS.	ROSETTA MARU	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 6th Jan.
USTALIAN PORTS.	ASTUTIA	Brit. str.	—	A. E. Moses	SANDER, WIELER & CO.	On 24th inst., P.M.
USTALIAN PORTS.	TAIYUAN	Amr. str.	—	Herfurth	NIPPON YUSEN KAISHA	To-day, at Noon.
OKOHAMA & KOB	MARIE VALERIE	Aus. str.	—	Godin	SIEMSEN & CO.	To-morrow, at Noon.
AGASAKI, KOB & YOKOHAMA	YAWATA MARU	Jap. str.	—	Vaughan	BUTTERFIELD & SWIRE	To-morrow, at Noon.
ADIVOSTOCK	CHARLES ROGIER	Dag. str.	—	Poterson	SIEMSEN & CO.	To-morrow, at 4 P.M.
UANG TCHOU WAN, & HOIHOW, &c.	HUE	Fron. str.	—	H. Fraser	SIEMSEN & CO.	To-morrow, at 4 P.M.
HANGHAI	CHINKIANG	Ger. str.	—	C. D. Bennett, R.N.R.	EAST ASIATIC TRADING CO.	To-morrow, at 5 P.M.
HANGHAI	ELSE	Ger. str.	—	G. W. Gordon, R.N.R.	DOUGLAS LAFRAIK & CO.	On or about 24th inst.
HANGHAI, KOB & YOKOHAMA	KINSHU MARU	Jap. str.	—	Robson	DOUGLAS LAFRAIK & CO.	On or about 25th inst.
HANGHAI	LOONGMOON	Brit. str.	—	K. Suzuki	DOUGLAS LAFRAIK & CO.	To-morrow, at Noon.
HANGHAI	CHUSAN	Brit. str.	—	T. Ogata	DOUGLAS LAFRAIK & CO.	On 2nd Jan.
HANGHAI & JAPAN	JAVA	Brit. str.	—	S. Atsumi	DOUGLAS LAFRAIK & CO.	On 23rd inst., at Daylight.
WATOW	THALES	Jap. str.	—	Outerbridge	DOUGLAS LAFRAIK & CO.	On 26th inst., at Daylight.
WATOW, AMOY & TAMSUI	ARASHI MARU	Jap. str.	—	Bathurst	DOUGLAS LAFRAIK & CO.	On 28th inst.
WATOW, AMOY & TAMSUI	TADAIN MARU	Jap. str.	—	Quayle	DOUGLAS LAFRAIK & CO.	To-day.
MOY, SAMARANG & SOURABAYA	ANPING MARU	Jap. str.	—	Weigall	JARDINE, MATHESON & CO.	To-morrow, at Noon.
LAIPHONG	KWEIYANG	Brit. str.	—	G. T. Blaxland	SHEWAN, TOMES & CO.	On 24th inst., at 5 P.M.
AMARANG & SOURABAYA	HAUOONG	Brit. str.	—	Nelson	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
AMARANG & SOURABAYA	SHANTUNG	Brit. str.	—	A. Stewart	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
AMARANG & SOURABAYA	LOONGSANG	Brit. str.	—			
AMARANG & SOURABAYA	EMERALDA	Brit. str.	—			
AMARANG & SOURABAYA	ROSETTA MARU	Jap. str.	—			
AMARANG & SOURABAYA	TAIYUAN	Brit. str.	—			
AMARANG & SOURABAYA	AMRATON APCAR	Brit. str.	—			

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	NAGASAKI, KOB & YOKO.	FRIDAY, 21st Dec., at Noon.
A. E. Moses	HAMA	On 24th inst.
KINSHU MARU	SHANGHAI, KOB & YOKO.	SATURDAY, 22nd Dec., at 4 P.M.
H. Fraser	HAMA (Taking Cargo and Passengers for CANADA and UNITED STATES, transhipping at KOB per s.s. Tosa Maru, sailing thence 4th January)	
SHINANO MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th Dec., at DAYLIGHT.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th Dec., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 14th December, 1900.

A. S. MIHARA, Manager.

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OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	CAICHAS	Bartlett	25th December, 1900.
LONDON	ACHILLES	Brown	8th January, 1901.
LONDON	RHIFES	Day	22nd January, 1901.
LIVERPOOL	DARDANUS	Steeves	12th January, 1901.

(Taking Cargo at London Rates).

For Freight, apply to BUTTERFIELD & SWIRE.

Agents O. S. S. Co.

Hongkong, 17th December, 1900.

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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
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PRINZ HEINRICH	TUESDAY	1st January, 1901.
PRINZESS IRENE	WEDNESDAY	9th January, 1901.
PREUSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March, 1901.
BAVERN	WEDNESDAY	20th March, 1901.
STUTTGART	WEDNESDAY	3rd April, 1901.
KONIG ALBERT	WEDNESDAY	17th April, 1901.
PRINZ HEINRICH	WEDNESDAY	1st May, 1901.
PRINZESS IRENE	WEDNESDAY	15th May, 1901.

ON TUESDAY, the 1st day of January, 1901, at Noon, the Steamship "PRINZ HEINRICH," of the Norddeutscher Lloyd, Captain E. Heintze, with MAILS, PASSENGERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 31st December, Cargo and Specie will be received on Board until 5 P.M. on Monday, the 31st December, and Parcels will be received at the Agency's Office until Noon on Monday, the 31st December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 20th December, 1900.

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CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOB, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 16th Jan. 1901
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 13th Feb. 1901
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 13th Mar. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 20th December, 1900.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	CLYDE	Noon, 22nd Dec.	See Special Advertisement.
SHANGHAI	CHUSAN	About 24th Dec.	Freight or Passage.
SHANGHAI AND JAPAN	JAVA	About 25th Dec.	Freight or Passage.

PASSENGER SEASON, 1901.

s.s. PLASSY	7,240 tons	March 30th	MARSEILLES AND LONDON DIRECT
s.s. SOBBAON	7,382 tons	April 27th	Without Transshipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 19th December, 1900.

[1]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE.) (FREIGHT SERVICE.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
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ARAGONIA	(HAYRE & HAMBURG VIA COLOMBO)	Noon, 24th December.
ARAGONIA	(London with transshipment in Hamburg)	Freight.

WITTENBERG	(HAYRE & HAMBURG)	About 30th December.
WITTENBERG	(London with transshipment in Hamburg)	Freight.

SAMBIA	(HAYRE & HAMBURG)	About 12th January, 1901.
SAMBIA	(London with transshipment in Hamburg)	Freight.

SIBERIA	(HAYRE & HAMBURG)	About 22nd January, 1901.
SIBERIA	(London with transshipment in Hamburg)	Freight and Passage.

These steamers have superior accommodation for passengers and carry a doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 17th December, 1900.

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NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOB AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
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VICTORIA	3,502	J. Pantan	December 28
QUEEN ADELAIDE	2,832	F. McNair	January 4
GOODWIN	4,421	A. Jackson	January 18
OLYMPIA	2,597	J. Truebridge	February 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, \$52.

Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, \$48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, \$35.

The best route to the KENNEY GOLD-FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYRA and ST. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 21st December, 1900.

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SHIPPING.

ARRIVALS.

Dec. 20, SUMNER, Amr. ship, 3,000, Lynam, Manila 16th December.

Dec. 20, CHINA, Amr. str., 3,187, W. B. Seabury, San Francisco 20th Nov. and Shanghai 18th Dec. Mails and General.—P. M. S. S. Co.

Dec. 20, DAYBREAK, British str., 700, Best, Shanghai 17th Dec. General.—CHINESE.

Dec. 20, WUHU, British steamer, 1,250, Inch, Wuhu 14th Dec. and Chinkiang 15th, General.—BUTTERFIELD & SWIRE.

Dec. 20, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 17th Dec. Hemp.—JARDINE, MATHESON & CO.

Dec. 20, QUEEN ADELAIDE, British str., 1,835, McNair, Victoria (B.C.) 10th Nov., General.—DODWELL & CO., LTD.

Dec. 20, SAMBIA, German steamer, 5,630, G. Schmidt, Singapore 13th Dec. General.—SIEMSEN & CO.

Dec. 20, VICTORIA, British str., 3,502, John Pantan, Tacoma 20th Nov., General.—DODWELL & CO., LTD.

Dec. 20, KUKIANG, British str., 1,240, Hopkins, Canton 20th Dec. General.—BUTTERFIELD AND SWIRE.

CLEARANCES.

At the Harbour Master's Office. 20th December.

Hanoi, French str., for Hoihow.

Kiukiang, British str., for Shanghai.

Carlisle City, British str., for Moji.

Kwonglee, British str., for Shanghai.

Daybreak, British str., for Canton.

DEPARTURES.

Dec. 19, BELGICA, Amr. str., for Manila.

Dec. 20, PELANA, British str., for Singapore.

Dec. 20, KWEIYANG, British str., for Shanghai.

Dec. 20, HONG HEE, British str., for Amoy.

Dec. 20, TEIKAN, British str., for Yokohama.

Dec. 20, KIUKIANG, British str., for Shanghai.

Dec. 20, CARLISLE CITY, Brit. str., for S. F. Cisco.

Dec. 20, KWANGLEE, British str., for Shanghai.

Dec. 20, DAYBREAK, British str., for Canton.

Dec. 20, HANOI, French str., for Hoihow.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Wilhelmina.

Kowloon Docks.—Tartar, Clara, H.M.S. Otter, H.M.S. Sandpiper, S.M.S. Weissenburg, Valde, Duke of Fife, Telemachus.

COSMOPOLITAN DOCK.—Argyll, Phrang.

SHIPPING REPORTS.

The British steamer Victoria, from Tacoma 20th Nov., had light wind from N.W. to N.E. and fine, clear weather.

The British steamer Loongsang, from Manila 17th Dec., had fresh N.E. winds and rough sea, approaching Hongkong light northerly breezes and fine



# **VESSELS ON THE BERTH** **THE PENINSULAR AND ORIENTAL** **STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CLYDE,"  
 Captain A. L. Valentini, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 22nd December, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
 A. M. MARSHALL,  
 Acting Superintendent.  
 Hongkong, 10th December, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"TAIYU MARU,"  
 Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 23rd December, at DAYLIGHT.

For Freight or Passage, apply to  
 THE MITSUI BUSSAN KAISHA,  
 Agents.  
 Hongkong, 17th December, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIE VALERIE,"  
 will leave for the above places on MONDAY, the 24th inst., P.M.

For Freight or Passage, apply to  
 SANDER, WHEELER & CO.,  
 Agents.  
 Hongkong, 17th December, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"ANPING MARU,"  
 Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 26th December, at DAYLIGHT.

For Freight or Passage, apply to  
 THE MITSUI BUSSAN KAISHA,  
 Agents.  
 Hongkong, 12th December, 1900.

COMPAGNIE DE NAVIGATION TONKINOISE.

FOR QUANG TRAU, WAN, HOIHOW, PAKHOI AND HAIPHONG.

(Taking Cargo at through rates for HANOI, NAM-DINH, DAP-CAD, VINH, YEN-BAY, LAO-KAY and other Provinces of Tonkin.)

THE Steamship

"HUE,"  
 Captain Godinau, will be despatched for the above ports on WEDNESDAY, the 26th instant, at 10 A.M.

The attention of Passengers is directed to Superior Accommodation offered by this Steamer. First-class Cabins and Saloon are situated above the main deck amidships and special attention has been paid to ventilation which renders the Saloon delightfully cool in Summer.

The Saloon and Cabins are lighted throughout by Electricity.

For Freight or Passage, apply to  
 A. R. MARTY,  
 2, Pedder's Street.  
 Hongkong, 20th December, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FRIE AND TRIESTE.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, MALTA, VENICE and ADELPHI PORTS.)

THE Company's Steamship

"GISELA,"  
 Captain F. Moser, will be despatched as above on THURSDAY, the 27th inst., P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to  
 SANDER, WHEELER & CO.,  
 Agents.  
 Hongkong, 19th December, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"  
 Captain Helms, will be despatched for the above ports on THURSDAY, the 3rd January, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Plant, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 17th December, 1900.

# **VESSELS ON THE BERTH** **U.S. MAIL LINE.** **PACIFIC MAIL STEAMSHIP** **COMPANY.**

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURS., Feb. 14, 1901, at NOON.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 27th December, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
 Agent.  
 Hongkong, 5th December, 1900.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILINGS FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"ADATO,"  
 2,145, Captain J. McIntyre, will be despatched on or about 30th Dec., for PORTLAND (OR.) VIA MOJI, KOBE AND YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (OR.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (OR.).

For further information as to Freight rates, &c., apply to  
 ARNHOLD, KARBURG & CO.,  
 Agents.  
 Hongkong, 24th November, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOH VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"  
 Captain K. Sasaki, will be despatched for the above ports on WEDNESDAY, the 2nd January, 1901.

For Freight or Passage, apply to  
 THE MITSUI BUSSAN KAISHA,  
 Agents.  
 Hongkong, 20th December, 1900.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
 DODWELL & CO., LIMITED,  
 General Agents for China and Japan.  
 Hongkong, 24th August, 1900.

THE Company's Steamship

"TAIYUAN,"  
 Captain Nelson, will be despatched as above on SUNDAY, the 6th January.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 19th December, 1900.

FOR NEW YORK.

THE S/S L. II British Bark

"B. MORROW,"  
 Captain Douglas, having arrived, is now loading here for the above port and will have quick despatch.

For Freight, apply to  
 ARNHOLD, KARBURG & CO.,  
 Hongkong, 12th December, 1900.

# **VESSELS ON THE BERTH** **CALIFORNIA AND ORIENTAL** **STEAMSHIP COMPANY.**

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BERGENHUS" On 30th Dec.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA AND HONOLULU, on SUNDAY, the 30th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, China and Japan.  
 Hongkong, 21st December, 1900.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 31st December, 1900, at 1 P.M., the Company's Steamship "OCEANIC," Captain Schmitz, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that port on the 12th January, 1901, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 30th December. (Parcels are not to be sent on cargo; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 18th December, 1900.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR,"  
 Captain G. D. Bowles, R.N.E., will leave Hongkong on or about MONDAY, the 31st December, 1900.

For VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBE AND YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to  
 D. E. BROWN,  
 General Agent, Hongkong.  
 Hongkong, 19th December, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"  
 Captain Nelson, will be despatched as above on SUNDAY, the 6th January.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 19th December, 1900.

FOR NEW YORK.

THE S/S L. II British Bark

"B. MORROW,"  
 Captain Douglas, having arrived, is now loading here for the above port and will have quick despatch.

For Freight, apply to  
 ARNHOLD, KARBURG & CO.,  
 Hongkong, 12th December, 1900.

THE Company's Steamship

"NIPPON MARU,"  
 will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 12th January, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
 Agent.  
 Hongkong, 20th December, 1900.

# **VESSELS ON THE BERTH** **OCCIDENTAL AND ORIENTAL** **STEAMSHIP COMPANY.**

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, 1901, at NOON.

COPIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at NOON.

GARIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Feb. 23, 1901, at NOON.

THE Company's Steamship "DORIO" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 5th January, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
 Agent.  
 Hongkong, 12th December, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Mar. 2, 1901, at NOON.

THE Twin-Screw Steamship

"NIPPON MARU,"  
 will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 12th January, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and



